



LISTEN! If It Is Worth Your While

to be dressed correctly and to give to your personality the polish of Good Clothes--then it's worth your while to allow us the privilege of showing you our handsome Fall Suits and Overcoats!

Don't believe for an instant that our Suits and Overcoats are of the ordinary sort and just like those shown by every other Clothing House.

We have a definite aim in selling Clothes. We aim to sell the best!

Our Garments show a perfection of fit, a superiority of workmanship, a marked individuality of style.

All Wool Men's Suits and Overcoats

\$12.50, 15, 18, \$20, to \$28.

ALL WOOL BOY'S SUITS AND OVERCOATS,

\$5.00 6:00, \$7.50 to \$15.00.

THE D. J. CHANDLER CLOTHING CO.

Sumter, S. C.



The Manning Times.

LOUIS APPELT, Editor.

MANNING, S. C., NOV. 19, 1913.

PUBLISHED EVERY WEDNESDAY

Publishes All County and Town Official Advertisements.

One year, \$1.50; six months, \$1.00; three months, \$0.75; one month, \$0.50.

ADVERTISING RATES: One square, one time, \$1.00; each subsequent insertion, 50 cents. Obituaries and Tributes of Respect charged for as regular advertisements. Liberal contracts made for three, six and twelve months.

TILLMAN WOULD ELIMINATE LEVER.

The political letters from Tillman and McLaurin recently published in the newspapers do not add anything towards aiding in bringing about a political peace in South Carolina. Tillman wanted McLaurin to rank chesnuts out of the coals, and McLaurin would not do so. We should like for both of these distinguished gentlemen to come together and agree upon a practical plan for bringing the people together so the intense factional feeling will be done away with, and that men for public place may be chosen upon merit.

Senator Tillman's declaration in favor of Senator Smith is regarded as a shrewd scheme to eliminate Congressman Lever from the race for the senate so the opposition to Governor Blease will not be scattered. We are not in the confidence of Congressman Lever nor have we had any intimation of his future plans, but we know the man, and if Senator Tillman thinks that he can turn Lever in his purpose, he has another thing coming. If Lever decides that this is his time to run for the senate, he will run regardless of Tillman or anybody else, and he will come nearer bringing the people together than any man in public life. If Lever decides to stand for the senate he has a record to submit to the masses which is already known. He has done a great deal for the agricultural masses, and he can do a great deal more, and because of his valuable work ever since his entrance in congress, there are thousands who would like to promote him to the senate, but, if they do not get the chance, they will be disappointed.

WHO WANTS IT TO BE LAW?

The Greenville News offers to bet the next South Carolina campaign will not be on the highest of planes. Has the Greenville News gotten on the inside and found out how the political fakery is going to bamboozle the people? It is our opinion that the next campaign will not be near so heated as was the last. There is not a man so far announced for governor who has the ginger to make a hot campaign, and the senatorial candidates will have to confine themselves to national questions which will not be so exciting. If the campaign next year is conducted on a low plane it will be the fault of a class of newspapers that will be unfair toward the candidate they oppose. The people soon catch on to the unfair methods of newspapers, and when they do they may be counted upon to resent it in no uncertain terms. If the press of this State will give to each of the candidates fair and honest treatment we believe the campaign will be conducted on a high plane, notwithstanding the wishes of some to arouse the bitterness of last year.

NOTHING DOING.

Ex-Senator A. J. Beveridge made a speech in New Orleans last Saturday in which he sounded the key note for the first Progressive rally in the South. He claims that it is through the Progressive party the South can have two parties. We are of the opinion that two parties in the South would be a blessing if there was any assurance that there would never again be any danger from an element which caused so much trouble in the past, but as long as this danger is even possible, there is no use for Senator Beveridge to preach a third party for the South. Indiana, the home of Mr. Beveridge has not the black plague to contend with, and therefore he is not in a position to appreciate the hesitation on the part of the people of the South to take to a new party, remove the possibility of the black plague, and the Progressive propaganda will soon have adherents, but until this is done, the South may as well be left alone.

THE ANTI-SALOONISTS.

The anti saloon league of America censures William Jennings Bryan for the part he took in the Maryland campaign in behalf of Blair Lee the candidate for the united states senate on the Democratic ticket. Lee is an anti-prohibitionist, but the liquor question was not an issue in Maryland. Secretary Bryan's sympathies are with the anti saloonists but his votes in a state that is close, will always be with the Democratic party. The anti saloonists have also endorsed Richmond P. Hobson for the senate from Alabama, because Hobson is an out and out Prohibitionist, while they claim that Underwood has some connection with the liquor interests. This charge was made on the floor of the House by Hobson, but Underwood exploded so quick that Hobson came near forgetting that he said it. The anti saloon league is represented in this state by Rev. J. L. Harley but he is not in favor of bringing that institution into our politics as a separate organization, and it is manifestly clear why he is opposed. Did he favor leaving the organized Democratic party he would soon be without a job and a following.

We note that the Greenville delegation in the general assembly contemplates carrying out plans to reform the taxing system of that city, and it would be well if they would publish their plans so other communities may profit thereby, if they have a plan by which a more equitable adjustment of property valuations can be ascertained than at present. A few years ago this town had a system by which great discrimination was practiced, an effort was made to correct the trouble, but it has failed; we find there is yet much discrimination in favor of the larger property owners. Just how this can be remedied we confess we do not know, perhaps if the Greenville plan can be made public it will offer a suggestion that will give us what is needed here.

It is said that with the expenditure of \$37,000,000 more dollars the Panama Canal will be completed—a mere bagatelle as it were.

ANOTHER ROAD HEADING FOR CHARLESTON.

There are so many roads being built upon paper for the Seaboard, that we do not know when to think that we have a chance for a look in on the proposition. The latest is a project which has a couple of Darlingtons' capitalists for the promoters, they propose to have a road from Darlington through the counties of Georgetown, Berkeley and terminating in Charleston. The road we have been expecting to pass through Manning would not take such a course, but it would terminate in Charleston, then there is a scheme for a road to go to Charleston through Williamsburg and Georgetown counties also to terminate in Charleston, so those who are laying awake at nights building railroads on paper seem to have the same terminus in view, but so far as we are concerned, it does not matter which way the road is coming from, what we would like to have is a competing line so that we may have competitive freight rates for the merchandise we sell and the produce we ship.

Ex-Governor Patterson of Tennessee who was charged with being in a conspiracy to the killing of the brilliant Carmack, has become converted to the prohibition cause. He surely made a long step from the associates that made him the chief executive of the State of Tennessee to join the ranks of those whose views are just the reverse of everything he has been allied with. Patterson's conversion may be sincere, but the Prohibitionists had better keep him on the probation bench a long time before they risk him with getting back into the political game.

Col. Victor B. Cheshire former editor of The Anderson Intelligencer has announced that he will return to the newspaper game, and will begin the publication of "The Harpoon." When Col. Cheshire sold the Intelligencer it was thought he sold the good will of the paper and agreed to remain out of the newspaper work for a period of years, but his coming back is an indication that somebody was flim-flamed.

THE RAILROAD SITUATION.

The announcement last week that the Bonsel syndicate had completed all arrangements to extend its railroad from Andrews in Georgetown county to Charleston, and had secured from the city of Charleston a franchise and a pledge of a right of way through the city to the terminals on the water front, which the Seaboard Air Line and Clinchfield road have owned for several years, the syndicate on its part giving a bond of \$150,000 to the city of Charleston to have the railroad completed and in operation within eighteen months, served to revive the waning interest in the railroad situation in Sumter and there has been much inquiry as to the prospect of the extension of the South Carolina Western Railroad to Charleston, as was declared to be the plan when the road was built to Sumter last year.

Many people have jumped to the conclusion that the building of the Bonsel road to Charleston from Andrews is equivalent to a positive declaration that the Seaboard interests have abandoned for all time the previously expressed purpose to build from Sumter to Charleston and to make this road the trunk line of the system from the west to the tide-water. Others, who profess to be better informed, place no such construction on the Charleston announcement, but on the contrary, assert positively that the Bonsel syndicate is proceeding with carefully worked out plans for the development of a well articulated railroad system that will open up new and undeveloped territory and bring business to the Seaboard system. They claim to be assured that the Andrews-Charleston line is not an alternative route, adopted in lieu of the one-time talked of Sumter-Charleston line, but merely one part of the general plan that the syndicate finds expedient to develop before taking up the Sumter-Charleston line. The Charleston Northern R. R. is a link in the line that the Seaboard has planned to give that system all through route from the North to Charleston, while the line is to be built from Sumter to Charleston will give the shortest

route from the west to tide-water, since the preliminary surveys show that a line from McBee to Charleston, via Sumter, is at least twenty miles shorter than the line from McBee to Charleston via Florence and Andrews. It is also argued that the Sumter-Charleston line will intersect the Andrews Charleston line at Strawberry, and the fact that the Andrews line follows the route via Strawberry, is almost proof positive that the original plan to build an air line from Sumter to Charleston is merely held in abeyance, for the time being, and that the Andrews line is being built to conform to the general plan. It is further said that the recently built Orangeburg railroad from North on the Seaboard, to Orangeburg is part of a plan to build a through line from Columbia to Charleston, which will be shorter than any existing route between the capital and Charleston. The Orangeburg road is to be extended from Orangeburg to Ellmore, and thence southeast to connect with the Sumter-Charleston line, somewhere near Furgeson.

All of this may be mere speculation or supposition, but there are contributing circumstances that give ground for belief that the plan will ultimately—within the next two years—work out somewhat as outlined. It is to be hoped that the plans will materialize, for Sumter would be benefited and the country to the south of us would be opened up and given facilities that it has long needed.

SUMTER, OLANTA, LAKE CITY.

Laying aside speculation and guessing, it is of more interest to make an announcement that has substantial foundation and is of probably early consummation. For several years there has been much discussion of the desirability of a railroad from this city to Shiloh and Olanta, and various plans have been suggested. The most promising and the one that for a time appeared susceptible of being carried to success, was the conversion of the Betts Lumber road into a commercial railroad and its extension from its present terminus, near Goodwill, in lower Salem, to Shiloh and Olanta, and building of an extension into this city, in the

event that the Atlantic Coast Line would not undertake to operate it as a branch line. The scheme fell through and nothing ever came of it, save a conference or two between a number of business men of Sumter and Mr. Betts, the owner of the Betts mills and lumber road. The cause of the failure of so promising a plan for the betterment of Sumter's transportation facilities and the development of a large and prosperous trade territory was due largely to a lack of substantial interest on the part of those who were able to handle a proposition of this magnitude.

Now, however, the plan to build a railroad to Shiloh and Olanta has been revived and the announcement is made on the authority of Secretary Reardon of the Chamber of Commerce, that Col. Thomas Wilson, president of the Northwestern Railroad, has become greatly interested in the plan, and, after a careful investigation of the possibilities of the proposed road, has come to the conclusion that it would be of more importance to Sumter and this section of country than any other that could be built at this time, and, what is of still more importance from a practical point of view, it would prove a profitable investment for either the Atlantic Coast Line or the Northwestern Railroad. Col. Wilson is of the opinion that the road should be extended to Lake City, instead of stopping at Olanta, as was originally talked of when the Betts proposition was under consideration. Col. Wilson is not only interested himself, but thinks he has succeeded in interesting the Atlantic Coast Line authorities. Col. Wilson states that his interest is so great and he is so satisfied with the practicability and profitability of the proposed road that he is prepared to guarantee to recommend the project to the Atlantic Coast Line, and, in the event that the Atlantic Coast Line does not care to take hold of the proposition, he will entertain the idea of building a branch line of the Northwestern to Lake City.

This statement, which Secretary Reardon says he makes on the authority and with the consent of Col. Wilson, amounts al-

most to a guarantee that the road to Lake City will be built in the near future, for it is remembered that when Col. Wilson got ready to build the railroad to Camden he went ahead and built it without any beating of drums or long winded preliminary discussion. The Camden road had long been desired by Sumter and had been discussed for years without any result, but Col. Wilson investigated the project, found it to be a good business proposition and proceeded to build it. Now that he says that he has investigated the proposed Sumter, Shiloh, Olanta, Lake City road and is satisfied that it is a good thing and is willing to guarantee his endorsement of it to the officials of the Atlantic Coast Line, or to consider the building of it himself, it is almost certain to be built and in operation at no distant day.—Sumter Item, 17th.

The Columbia chamber of commerce has selected T. B. Stackhouse, M. C. Heath, and John L. McLaurin to go to New York to confer with the directors of the Cotton Exchange, and other financiers with a view of inducing them to favorably consider the city of Columbia as the cotton center of the United States. If these gentlemen succeed in their undertaking they will have done a great service for the cotton growers of the South, and especially those of South Carolina. There are no two men in this State with a higher standing in the commercial world than Messrs. Stackhouse, and Heath, and John L. McLaurin counts among his friends many of the brainiest and wealthiest men in the exchange. We do not know what will be accomplished, but the chamber of commerce exhibited wisdom in making this selection.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials free.

F. J. CHENEY & CO., Props., Toledo, O. Sold by druggists, price 75c. Hall's Family Pills are the best. Adv.

Cures Old Sores, Other Remedies Won't Cure. The worst cases, no matter of how long standing, are cured by the wonderful, old reliable Dr. Porter's Antiseptic Healing Oil. It relieves Pain and Heals at the same time. 25c. 50c. \$1.00